

GENERAL HAZARD IDENTIFICATION AND ANALYSIS

| MAIN HAZARDS | WHO MAY BE HARMED? |
|--------------------------------|--|
| Possible road traffic accident | Pupils, Instructors, Members of the public |
| Impact with something solid | Pupils, Instructors |
| Slips, trips and falls | Pupils, Instructors |
| Abduction | Pupils |
| Getting lost | Pupils, Instructors |
| Injury from bike itself | Pupils, Instructors, Members of the public |

GENERAL HAZARDS

| HAZARD | RISK RATING Without controls | CONTROL MEASURES | RISK RATING With controls |
|--|------------------------------------|--|------------------------------|
| Inexperienced pupils, maybe with low confidence and on road for the first time | Medium | Supervision by competent qualified instructors. Ratio up to 1:12 for Level 1, 1:3 for L2. High visibility clothing worn on road by all pupils and Instructors. Instructors briefed on pupils' medical and special needs. Training only takes place only in the risk assessed area. Pupils given clear guidelines for behaviour and briefed to stop safely on the left should anything unexpected happen or they are unsure what to do. | Low |
| Road traffic accident | Medium | Accident and emergency procedures known to Instructors. Only pupils who demonstrate adequate Level 1 control allowed to ride on road. Instructors follow guidelines in Instructors' manual for delivery of National Standards outcomes | Low |
| Slips, trips and falls | Medium | Instructor to inform pupils about any potential hazards. Instructors aware of the possible effect of different weather conditions. Instructor to identify any new specific hazards prior to pupils riding (see ANY OTHER SPECIFIC HAZARD) | Low |
| Injury from bike itself | Medium | Pupils to be supervised by instructors throughout sessions and only get on or cycle with permission. Clear guidelines given for behaviour when with the bike standing / walking / pushing. All bikes initially checked by Instructors with subsequent pupil's checks observed. | Low |
| Abduction | Low | Pupils to be in view of an Instructor at all times. | Low |
| Getting Lost | Low | Instructors briefed on routes and to be in view of an Instructor at all times. | Low |

ROAD & TRAFFIC HAZARDS

| HAZARD | RISK RATING Without controls | CONTROL MEASURES | RISK RATING With controls |
|--|---|--|--------------------------------------|
| Difficult/ unusual/ confusing junctions | Medium | Instructors to familiarise themselves with the area to be used before training begins. Identify any parts that are challenging, assess the abilities of pupils and select training site appropriate. For other difficult sections ensure only pupils with adequate skills and confidence ride them and that they are briefed on the best approach. | Low |
| Busy/fast roads | Medium | Ensure pupils are briefed before riding on these and understand how they affect decision making and manoeuvring. | Low |
| Steep gradients | Medium | Only to be ridden by pupils who have demonstrated sufficient braking and steering control. Instructors to warn pupils in advance, ensure they select appropriate gears and/or control speed. | Low |
| Kerbs/Bollards barriers etc | Low | Instructor to inform pupils about any potential hazards and brief them to adopt suitable road position that minimises risk of collision. | Low |
| Rough/uneven surfaces | Low | Ensure pupils are warned in advance to reduce the risk of sudden braking or steering | Low |
| Parked vehicles | Medium | Instructors to teach and the pupils to practice safe overtaking on a quiet section of road before they attempt junctions or more challenging sections. | Low |
| Very wide or narrow junctions/ carriageways | Medium | Instructors should emphasise the importance of good road position, ensure pupils understand priorities and use their own riding position to provide maximum protection where required. | Low |
| Restricted views | Medium | Instructors to warn pupils to take extra care with observations and to take positions that maximise the available views. | Low |
| Pedestrians | Low | Instructors to warn pupils to take extra care where there are large numbers or they may be distracted. | Low |

Name of School: St Andrews, Chedworth

Risk assessment Prepared by: D Muir

Position: Cycling Co-ordinator

Created: 7/3/11

Last Reviewed: 2/10 /2018

SCHOOLS- Please print a copy of this Risk Assessment for the instructors on the first day of training or, if you have any queries, please contact Don Muir (Cycling Co-ordinator)- (01452) 425229, don.muir@gloucestershire.gov.uk
Think Travel Team, Gloucestershire County Council, Shire Hall, Westgate St, GL1 2TH

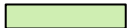
TO BE COMPLETED BY INSTRUCTORS- please sign to say that you've read and understood the Risk Assessment

| | | | | | |
|-------------|------|-------------|------|-------------|------|
| Signed: | Date | Signed: | Date | Signed: | Date |
| Print Name: | | Print Name: | | Print Name: | |
| Signed: | Date | Signed: | Date | Signed: | Date |
| Print Name: | | Print Name: | | Print Name: | |
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| Print Name: | | Print Name: | | Print Name: | |


Instructors- Please return this part of the risk assessment with the register at the end of the training


GENERAL NOTES ABOUT THIS SITE

Many roads within the village, particularly in the valley, are narrow with limited step off areas and gradients that will make them challenging for inexperienced cyclists. As they are typical of the area some are included for extension activities for those pupils who have demonstrated all outcomes at less challenging junctions. Some of the better junction lay outs for teaching are outside of 30mph speed limits. Instructors must first assess pupils on 30mph roads then only take those who have demonstrated sufficient awareness and decision making to roads with higher limits.

| ANY OTHER SPECIFIC HAZARD in the risk assessed area  (see map) | ACTION TO BE TAKEN |
|---|---|
| 1. The valley road below the school is narrow and twisting with steep gradients in places. | Not suitable for initial teaching. Instructors should familiarise themselves with the topography then select pupils plan manoeuvres here as appropriate. |
| 2. Crossroads junction. | Instructors to discuss with pupils the priorities, the implications for traffic movements and the extra care with observations required here. |
| 3. Unusual junction layouts and steep gradients. | As for 2 above plus instructors to assess pupils control, braking and gear selection skills are adequate before riding here. |
| 4. Bend with building on the corner restricts views. | Extra care will be required for right turns here. Instructors to consider positioning themselves to maximise views both ways while pupils ride these turns. |
| 5. Complex combination of junctions with lots of route options. | Instructors to discuss with pupils the route choices for particular manoeuvres. Pupils should have demonstrated good observation skills and a clear understanding of priorities before riding here. |
| 6. Y type junction. | As for 5 above. |

Cycle paths (see map ).

Suggested Routes/Junctions for initial on road training (see map ). Instructors should train here until pupils have demonstrated sufficient skills and awareness to move on to more challenging roads and junctions within the specified area.

More Challenging Routes/Junctions for able pupils (see map ). Instructors to avoid or walk these sections with less able/inexperienced pupils and use them for left turns and other simple manoeuvres with the rest. Pupils who have demonstrated a sufficiently high level of ability may ride more demanding manoeuvres here as an extension activity during later sessions.

INSTRUCTORS NOTES

Any changes or additional hazards

Control measures and further actions

WHEN SHOULD THERE BE A REVIEW?

- Significant change to the environment
- Following an incident
- After a reasonable amount of time

